

# THE JOHNSON CITY COMET

Thirty-Third Year.

JOHNSON CITY, TENNESSEE, THURSDAY, AUGUST 24, 1916.

Whole Number 1677

## REVOLT IN SENATE

Ten Democrats Side With Republican Minority on Hearing

## MAY PROLONG CONGRESS

Opens Way for Efforts to Displace Revenue Bill Unfinished Business

Washington, Aug. 23.—An unexpected democratic revolt in the senate today resulted in the immigration bill being taken up in defiance of the democratic caucus and opened the way for efforts to displace the revenue bill as unfinished business, an action which might indefinitely prolong the session of congress.

Ten democratic senators voted with the solid republican minority to take up the immigration bill on a motion by Senator Smith of South Carolina, chairman of the immigration committee. They were Ashurst, Beckham, Chamberlain, Culberson, Harbick, Lane, Myers, Overman, Smith of South Carolina and Vardaman.

Debate began on the measure immediately and proceeded until 2 o'clock, when the revenue bill automatically came before the senate. Senator Smith then moved to displace the revenue bill, provoking an all-afternoon discussion which will be resumed when the senate meets tomorrow.

Senator Stone, chairman of the foreign relations committee, was particularly aroused over the action of the rebels. He charged them with treachery to the party in overturning the decision of the democratic caucus to postpone action on the immigration bill until December.

Senator Stone's words aroused the ire of Senators Hardwick and Smith of South Carolina.

"I promised my constituents that I would do all in my power to secure the passage of the immigration bill," said Senator Hardwick, "and I propose to stand by that promise. My constituency is greater than the democratic caucus."

Senator Smith insisted that the immigration bill never had been a partisan issue. We should shut our doors," he said, "until we can Americanize the crowd we now have, so that men on this floor might fight for the American flag without fearing half-baked foreigners whose allegiance, in their hearts, is to another country."

Today's development shut off debate on the revenue bill, but the administration leaders hope to get it under way tomorrow.

## AUCTION GIRLS OFF AT ONE DOLLAR A POUND

Amazing Tale of White Slavers' Told in Vic of Probe—Some are Partly Others Completely Disordered

New York.—One dollar a pound is the price actually paid in several instances for immature young girls auctioned off here by white slavers to proprietors of disorderly resorts. Assistant District Attorney Smith, prosecuting the campaign against the vice trust, declared.

"We learned today that in one instance agents for two disorderly houses got into a dispute over the value of a girl who had been put up for sale," said the assistant district attorney. "They finally agreed upon a price of a dollar a pound. After that it became a common practice to weight all girls and announce their weight."

From men and women now under arrest and awaiting trial Smith has obtained the most amazing confessions of the workings of the white slave gang.

Not only did they systematically set about to obtain school girls for resorts, but in East Twenty-second St. they maintained a house, where young girls, sometimes partly and sometimes completely disordered, were sold to the highest bidder.

Information regarding the white slave auction was obtained after the arrest of Dubitz Jubier, alias David Parish, and his wife, Kate Parish, in the Twenty-second street house. The district attorney's office is investigating reports that other similar places were maintained. It was recalled today that only a few months ago a minister's daughter was kidnapped and auctioned off nude before a gang in an Italian dance hall.

Our job department is complete in every detail, and we have men of experience in that special department. Give us a trial.

## LOTTERY ONCE USED TO BUILD ROADS

Method Followed in Tennessee 100 Years Ago Told in Motor Age.

Tennessee's first state aid in road building was provided by means of a lottery, according to a story appearing in this week's issue of the Motor Age, describing some interesting steps in this work that took place more than 100 years ago.

The article states: "The state aid at that time was provided not by means of motor license, but by the sale of lottery tickets and the funds secured by this unholy means were used to construct part of the present Bristol-to-Memphis highway across the state. The road also marks one of the first steps in co-operation between the government and the state in road building, for all surveys were made by the federal government."

This road it is stated, was a link between the Cumberland valley and the city of Washington, in a region which was the hunting ground of the Indians of this part of the country. An Indian chief put up the first toll gate in the state and here was originated the expression: "Pay your toll or loose your scalp." However the troops removed this sign.

The article was written for the Motor Age by Robert B. Shapinsky, its local correspondent. It states that these facts were unfolded as a result of investigations made by O. M. West, assistant secretary of the state highway commission.

## BRISTOL PARTY OF AUTOMOBILE TOURISTS

Will Inspect the Bristol-to-Lexington Highway

Bristol, Tenn., Aug. 20.—On September 4th, Bristol will start out a large party of automobile tourists for an official inspection of the new Bristol-to-Lexington, (Ky.) highway which is just now nearing completion. Those constituting the party will make the trip through to Lexington, cutting across Virginia counties to Cumberland Gap, and going thence over the new highway through Bell and other Kentucky counties to Crab Orchard, where the main Kentucky system of roads is reached. The delegation will attend the annual convention of the Southern Appalachian Good Roads association, which convenes at Lexington Sept. 5th, at which is to continue in session for three days. Among the Bristolians scheduled to go on this trip are H. E. Jones and family, Carl A. Jones and family, H. G. Peters and family, Mayor George M. Warren, J. A. Newcomb, J. L. Heiter, W. G. Lester, R. C. Duff and J. C. Parriss.

As a practical illustration of his statements, Dr. Ellis called attention to the fact that only recently one of the leading daily papers in North Carolina has discontinued the publication of its page of general religious news which it formerly carried in its Sunday issue.

## AVIATION FEATS FOR BRISTOL FAIR

Bristol, Tenn., Aug. 20.—It is announced that a contract has been closed with an expert southern aviator for flights in connection with the Bristol fair, which begins next week. The aviation feats are to be but one of various features which are destined to make the Bristol fair popular. Handsome purses, ranging from \$100 to \$250, have been provided for the racing features, and as a result entries are being made from three or four southern states. Horses are coming from Sweetwater and Knoxville, Tenn., while the usual quota will be here from Virginia and West Virginia.

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## RELIGION MADE MORE DOMINANT

Speaker Declares Church is Losing Hold on Society

## THEORY OF WM. ELLIS

Editor Affiled of the Continent Known as "The Religious Rambler"

(By Nannie Bays)

Montreal, N. C., Aug. 21.—The theory of William T. Ellis, editor of the Continent and so well known also as "The Religious Rambler," is that no line exists between foreign missions and home missions and that no line should exist. Dr. Ellis made this address on home missions, which he delivered at Montreal the summer assembly of the Southern Presbyterian Church, The south he said, is the new front of home missions, and here the church is facing the negro problem, and the problem of the mountain folk as these problems should be faced and the great problem yet to be solved is the social problem, in the solving of which leadership is needed. The church, he declared, is losing hold on society, notwithstanding the fact that the paradox is true that religion is constantly growing stronger, and the remedy for the church to reply is to make religion dominant.

In support of his declaration that the church is losing its hold on society, Dr. Ellis stated that when the news regarding sports is cut in the daily papers, the editors hear from the crowd that wants the news about sports, and he argues that the same should be true of the protest of church people when the religious news of the papers is reduced. He declared that when a paper gives a gibe at religion, the church people should make the editor hear from them in protest and when a paper says anything about religion, he should hear from them in approval. Because church people fail to follow this practice, he said, is the reason the daily press cuts religious news so frequently, while it gives full space to sporting news.

As a practical illustration of his statements, Dr. Ellis called attention to the fact that only recently one of the leading daily papers in North Carolina has discontinued the publication of its page of general religious news which it formerly carried in its Sunday issue.

These questions will also be discussed by the Highway Officials of the states included in this association (Maryland, Virginia, North Carolina, South Carolina, Georgia, Alabama, Tennessee and Kentucky).

Other subjects to be discussed are the "Use of the Automobile Tax in Road Work"; "Use of States' Prisoners on Public Roads," etc.

There will be exhibits of road materials, road photographs, models from the U. S. Office of Public Roads. In connection with this convention there will be held the annual meeting of the Kentucky Good Roads association and at least one thousand delegates are expected to attend from the state of Kentucky who will also take part in the proceedings of the Southern Appalachian convention.

Tuesday, Sept. 5th, will be known as Governors' Day and it is expected that the governors of each of these states will attend and make short addresses. Among the congressmen who are expected to attend are Senator E. D. Smith, of South Carolina; Hon. Cordell Hull; Hon. D. H. Kincheloe, of Kentucky; Hon. Charles P. Coady, of Maryland; Senator John K. Shields, of Tennessee; Hon. John W. Langley, of Kentucky. Their attendance of course is dependent upon the adjournment of congress.

It is expected that this convention will be the most important, not only in point of attendance, but because of the vital import of its subjects to be discussed to this general region, that the association has ever held; and all citizens who are interested in the upbuilding of their states and of this Southern Appalachian region are cordially invited to attend.

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## SOUTHERN APPALACHIAN GOOD ROADS CONVENTION

Will be Held at Lexington, Ky., on September 5 to 8, Inclusive

There are many reasons why this eighth annual convention of the Southern Appalachian Good Roads association should be the most successful and useful convention ever held by this association. Since the last convention Tennessee has organized a state highway department and the State Highway Commission of North Carolina has been organized and is accomplishing splendid results. Also within the last six months, congress has passed an act appropriating seventy-five million dollars for federal aid to states in road construction, with an additional ten million to be used on roads in government forest reserves. This provision of the federal government, together with the recent floods which have visited large areas in the Southern Appalachian region, have created problems for this general section which can be most successfully met by the getting together of all those who are interested in the promotion of good roads in this general region.

Therefore, the subjects which will be discussed in detail at this convention will be federal aid, with particular reference to the provisions of the act, and the question of road maintenance. This latter subject is of especial interest in view of the fact that one of the provisions of the federal aid bill is that maintenance for roads constructed with this federal co-operation must be provided by the states receiving such aid. Among those who will discuss the federal aid road bill are Mr. L. W. Page, director of the U. S. Office of Public Roads and Rural Engineering; Representative of the U. S. Forest Service; Mr. George P. Coleman, chairman of the Executive Committee of the American Association of State Highway Officials.

The question of road maintenance will be discussed by Mr. Robert James, who is in charge of the division of maintenance of the U. S. Office of Public Roads; Mr. Henry G. Shirley, president of the American Association of State Highway Officials, and State Road Engineer of Maryland; Prof. C. M. Strahan of the Highway Department of the University of Georgia, and others.

These questions will also be discussed by the Highway Officials of the states included in this association (Maryland, Virginia, North Carolina, South Carolina, Georgia, Alabama, Tennessee and Kentucky).

Other subjects to be discussed are the "Use of the Automobile Tax in Road Work"; "Use of States' Prisoners on Public Roads," etc.

There will be exhibits of road materials, road photographs, models from the U. S. Office of Public Roads. In connection with this convention there will be held the annual meeting of the Kentucky Good Roads association and at least one thousand delegates are expected to attend from the state of Kentucky who will also take part in the proceedings of the Southern Appalachian convention.

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## PARADE OF STATE GUARD

Reviewed by the Governor and Members of His Staff.

## WATCH GIVEN CAPT. HUGHES

Major J. E. Borchers Thrown From His Horse As He Passed The Band.

Nashville, Tenn., Aug. 20.—The regular Sunday afternoon parade of the state guard at Camp Rye was reviewed by the governor and members of his staff. An unusually large crowd of visitors were present at both the regimental dress parade given at four o'clock and the troop parade at five o'clock.

Capt. W. H. Hughes, Jr., finished his old duties Sunday morning. As an appreciation of his services to the U. S. Tennessee regiment a herd some gold watch was presented him on behalf of the men of that regiment. Col. Henry S. Berry made the presentation speech. Sunday afternoon, Captain Hughes visited his father who is in charge of the recruiting offices of the state for the regular army. He leaves tomorrow for Washington, where he takes up his new duties.

During the parade today, Major J. E. Borchers was thrown from his horse just as he passed the band near Governor Rye's party. He was unhurt and immediately remounted, and accompanied the parade.

The number of applications expected because of the recent order affecting students in troops at Camp Rye will reach 160 or higher.

Large numbers are expected to be made from the Third Tennessee because of the larger number of students from the East Tennessee colleges.

## CAMP MEETING AT ROSS CAMP GROUND

The meeting at Ross Camp Ground Sunday was largely attended, the crowd was estimated to number 25,000 to 30,000 people. The Rev. Samuel G. Ketron, of Blountville, preached a good sermon in the forenoon, while in the afternoon we understand good talks were made by other ministers whose names we did not learn. The behavior was not good and the usual "happy hollow" drunks were in evidence. One or two parties were taken in charge by the officers after they had cut a big swell, in their dirty way, disturbing public worship. The good citizens are getting worried with this kind of silly performance by a few debauched specimens of the underworld who go to church to get drunk, use profane language, cuss out their neighbor when his back is turned, make insulting threats and hundreds of other cowardly acts. The Grand Jury at Rogersville should investigate open violations of the law and the violators should be given the extreme penalty for each and every offense. All persons who witnessed the said performance should go voluntarily before the Grand Jury and make indictments. This is a good way to stop such cussedness and to stop the coward who insults citizens on the public highway. The time has come to call a halt on such characters.

## ASTRAY

A New York man took a run not long ago in Connecticut, to a town where he had lived as a boy. He accosted a venerable man of some eighty years, who proved to be the very person to answer certain inquiries concerning the place. Finally the New Yorker said "I suppose you have always lived around here?"

"No," said the old man, "I was born two good miles from here."

## LAW OF LOVE

We learn to stand and walk, to speak and read. No one teaches us to love; this belongs to us as our life. As the heavenly bodies attract, incline to one another and are held together by the eternal law of gravitation, so heavenly souls lean to and attract one another, and are bound together by the eternal law of love. A flower cannot blossom without sunshine and a man cannot live without love.—Muller.

## SHORTAGE OF FREIGHT CARS DUE THIS FALL

Chicago, Aug. 20.—Railroads and shippers will this fall and winter face one of the worst shortages of freight cars in the history of the country, unless unexpected and radical changes are made in industrial, commercial and transportation conditions, according to a review published by the Railway Gazette.

"The net surplus on August 1 was only 10,516 cars," the paper continues. "The smallest net surplus previously reported on August 1 was that of 1907, which was 27,836 cars and in the fall of that year there was a severe car shortage, the net shortage rising to 86,800 cars."

"There are enough cars to handle the country's business if only they shall be handled with care and efficiency. Unless they are thus handled there is going to be serious trouble,"

## KINGSPORT FAIR SEPT. 12-15

The management of the Kingsport Fair Association announces that they are negotiating with Chattanooga people to put on a night horse show here and are three nights of the fair, which will be held September 12-15. This will be one of the biggest features of the fair and will be worth going miles to see. About fifteen high priced horses are included in this show and the drivers will be dressed in Old English style. While the contact has not closed for this feature yet, the prospects are very favorable and the people of Kingsport hope that such an arrangement can be made.

Remember the Big Kingsport Fair which will be held September 12-15. The same attractions that will be seen at Bristol and Johnson City will be brought here. Reduced rates are given on all railroads for this fair and thousands of people from the mountain are coming here. Log premiums are given for agriculture exhibits and the fair will be a big success in every sense of the word.

## THE INDIAN SPRINGS PICNIC

The editor of this paper had the pleasure of attending the I. O. O. F. picnic at Indian Springs Saturday Aug. 19th. The day was perfect and the location ideal, the picnic grounds are located a short distance off the Bristol-to-Kingsport highway and the road leading across the hill needs attention in order that cars, buggies etc., may travel with less anxiety. Many cars stopped at the store on the place and the passengers walked across the field to the grounds. The grounds are an elevated tract is covered with trees of many kinds, the oak seems to predominate and picknickers enjoyed the day under the shade of the trees. A large crowd was present, estimated at 1,500 people. The Blountville band furnished several numbers and the day was one round of pleasure—something doing all the time. The good people of Indian Springs come with well filled baskets and dinner, the most important feature of the day was all that Southern hospitality could get up in the way of eatables. Every one had plenty to eat, and the day was a success. The writer visited the Indian Springs High School building which is a large two story concrete structure and is said to be one among the best schools in Sullivan county. The teachers this year are as follows: Prof. H. F. Ketron, principal and Miss Beatrice Pyle, of Kingsport and Miss Arrants of Blountville, assistants.

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## TEST FOR FLAWS IN RAILS DISCOVERED

Cause of Many Accidents May Be Eliminated.

New York, Aug. 17.—The New York Central railroad announced today perfection of a process for elimination of hidden flaws in steel rails, one of the chief causes of train wrecks. Already, it was declared, the New York Central has reduced rail breaks on its own lines from one break in 600 rails to one in 142,000.

The process was developed by the New York Central's staff of scientists, under direction of Blinn H. Dudley. It comes after forty years of research by Mr. Dudley, and it is asserted, solves a problem for which experts had declared there was no solution. Flaws, or interior fissures, as they are called, are taken from the rails in reheating plants attached to rail rolling mills. The process, it is claimed, is a positive remedy.

Accidents caused by broken rails in 1915 numbered 3,345, killed 295 persons, injured 7,341, and caused a property loss of nearly \$4,000,000. Steel manufacturers have been asked to meet with railroad officials in several eastern cities within the next few days to consider the new method.

## SAYS GOVERNMENT SHOULD REGULATE ALL WAGES

If a set of conditions have arisen which oblige the government to regulate rates, then it is equally obliged, on the basis of economic analysis, to regulate wages accordingly. Having taken on itself, it must take the other. The logic of events is forcing this dilemma on the government. It is the public which sooner or later must pay for the increased expenses of transportation.—Prof. J. Laurence Laughlin, University of Chicago.

## KEEP GUARD ON BORDER

Secretary Baker Explains Administration's Policy in Answering Inquiries.

## WINNING VICTORIES DAILY

Tells Correspondents Presence of Militia Has Restored Order.

Washington, Aug. 21.—The National Guard will be retained on the Mexican border until it can be withdrawn without endangering American lives and property. Secretary Baker so declared the administration policy today in answering a score of letters from many parts of the country explaining that the state troops were being held in service after the emergency for which they were called out apparently had passed.

In general